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Small Ford Centre
226-232 Chatham Hill
CHATHAM
ME5 7BA

Planning Statement

Small Ford Centre Chatham Hill

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1. Introduction

This an outline planning application with all matters reserved, for the construction of 9 residential units with demolition of the existing buildings.

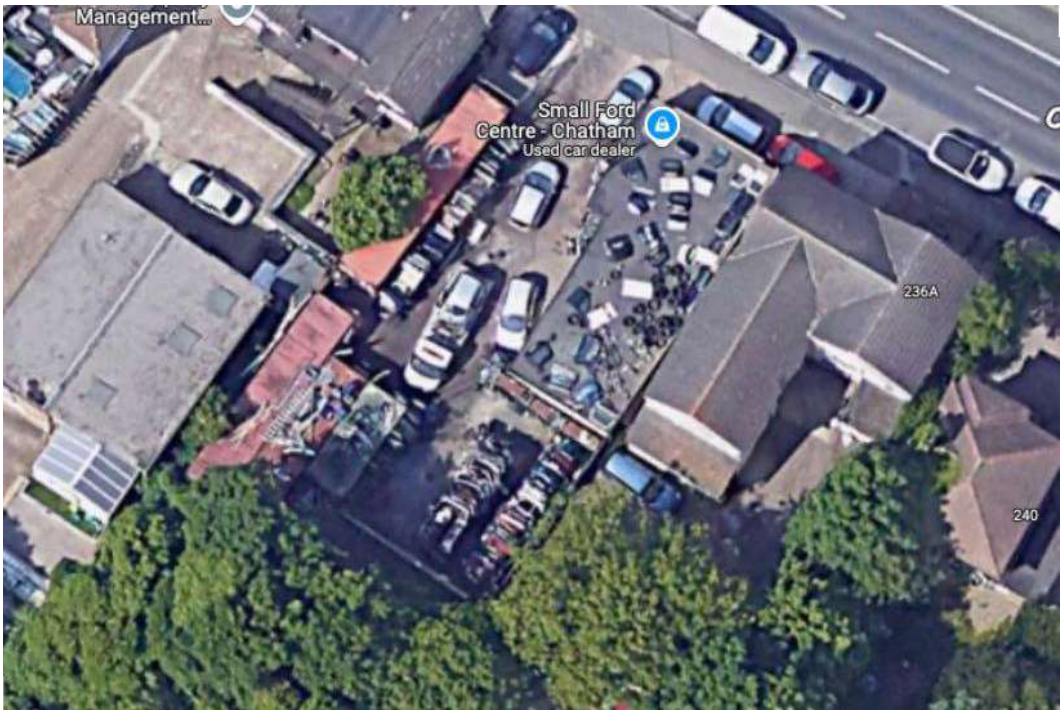
2. Location and site description

The site is located on the Southern side of Chatham Hill, near to the top of the hill. The total area occupied by the site is 585m2, with a frontage to the highway of 16.5m2, there is a dropped kerb for vehicular access, which lies to the West of the frontage. Two storey buildings of residential usage, flank both sides of the site. To the rear of the site is a small overgrown area of scrub land.

The sites current use is for second hand car sales and general car repairs, this usage has been in place for over 10 years. There are two single storey buildings on site, the first at the front is a shop with office and workshop facilities, the second at the rear of the site is a store. The open space on site is taken up with parking spaces for cars, as well as the storage of various car parts.

Chatham Hill being a main thoroughfare is well serviced by busses and bus stops. Chatham is the closest train station at 1.2 miles away, with Gillingham station being 1.5 miles away.

A Phase 1 Contamination Report has been carried out, no contaminates have been reported. The report is included with this planning application.



Satellite picture courtesy of Google

3. Proposed development

The proposal is for change of use from commercial, it is assumed the current use is Class E, to residential Class C3 Dwelling-houses. A total of 9 units are proposed, consisting mainly of 2 bedroom 3 person units, with some being 4 person, and possibly 1 bedroom 2 person units. Off road parking is proposed for the majority of units, with access via the existing dropped kerb. A shared outdoors amenity space, along with a bike store is proposed for all the units on site. With adequate refuse and recycling storage for all the units.

As well as complying with all the relevant local and national policy, guidance will be sought from the Kent Police Planning Service, on designing out crime.

Demolition of the existing buildings on site, is also being sought as part of this application.

4. Planning history

July 2024: MC/23/1697 | Outline planning application with all detailed matters reserved for the construction of flats (less than 10 units) - demolition of existing buildings | 226 - 232 Chatham Hill Luton Chatham Medway ME5 7BA

Decision: Withdrawn by applicant

July 2005: MC/05/2173 | Retrospective application for change of use of land from vehicle spares, storage and parking to a car hire business | 226 232 Chatham Hill Chatham Kent ME5 7BA

Decision: Approval with conditions

December 2003: MC/03/2612 | Outline application for residential development | 226 - 232 Chatham Hill Chatham Kent ME5 7BA

Decision: Approval with conditions

March 2003: MC/03/0471 | Change of use of land from Vehicle Spares Storage & parking car hire, use of building for car valeting and installation of new gates to front of site | 226 232 Chatham Hill Chatham Kent ME5 7BA

Decision: Approval with conditions

May 2001: MC/01/0798 | Variation of condition 2 of planning consent MC98/151MG outline application for erection of four studio flats and four 1-bedroomed flats with car parking provision and amenity area to allow the time allowed for a further 3 years | 226-232 Chatham Hill Chatham Kent ME5 7BA

Decision: Approval with conditions

5. Summary

There are two previous planning applications which approved residential units on this site, the first was in 1998, unfortunately no information regarding this is available on the councils planning portal, the second was in 2003 and is well documented. The site being in a residential area and flanked by other residential units, is not well suited to it's current commercial usage. Residential usage would site in harmony with the local surroundings.

This is an outline application with all matters reserved for future consideration, it is the principle of residential usage that is being sought here, which the site is large enough for and well to suited to achieving. An existing dropped kerb providing vehicular access, makes providing off road parking all the more accessible. As well as good access to public transport if needed.

We see no reason at all why approval should not be forthcoming.